

BSAT**BASE STRUCTURE ANALYSIS TEAM**

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RP-561-F12

BSAT

29 Jan 93

MEMORANDUM FOR THE BASE STRUCTURE EVALUATION COMMITTEE (BSEC)

Subj: REPORT OF BSEC DELIBERATIONS ON 29 JANUARY 1993

Encl: (1) Security Activities Briefing Charts
(2) Ordnance Activities Briefing Charts
(3) Ordnance Activities Military Value Spreadsheet, amended
(4) Training Air Stations Briefing Charts
(5) Training Air Stations Military Value Spreadsheet
(6) Naval Shipyards Briefing Charts
(7) Naval Shipyards Military Value Spreadsheet
(8) SUPSHIP Briefing Charts
(9) SUPSHIP Military Value Spreadsheet
(10) Administrative Activities Briefing Chart
(11) Administrative Activities Military Value Spreadsheet, amended

1. The twenty-first deliberative session of the Base Structure Evaluation Committee (BSEC) convened at 1334 on 29 January 1993, in Room 531 at the Center for Naval Analyses. All members of the BSEC were present except LtGen Ehlert and MajGen Hearney. MajGen Hearney joined the deliberative session at 1522. Members of the Base Structure Analysis Team (BSAT) staff present were (b) [REDACTED], (b) [REDACTED], (b) [REDACTED], and (b) [REDACTED]. Also present were (b) [REDACTED] from N2, (b) [REDACTED] from CNSG/GD, and (b) [REDACTED] from CNSG/G31.

2. (b) [REDACTED] briefed the BSEC on the staff analysis that had been done of the certified data call responses from the Security Activities (see enclosure (1)). The staff determined that the standard capacity measures, such as workyears or square feet, were not descriptive of these activities. Accordingly, the technical experts from N2 and CNSG were requested to review the certified responses to see if they contained data which would support capacity analysis. The technical experts determined that an appropriate measure was the system coverage, or "footprint," as represented by the specific installations.

3. (b) [REDACTED] presented a classified brief on the footprints of Security Activities (unclassified portion is contained in enclosure (1)). Having looked at the footprints represented in the certified data call responses, the BSEC determined that, absent a change in system requirements or in the force structure

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supported, there is no excess capacity in the CONUS Security Activities. Accordingly, military value analysis will not be conducted of those activities. Upon conclusion of this discussion, at 1434, the BSEC adjourned, and reconvened at 1448. Members of the BSAT present when the deliberative session reconvened were (b) [REDACTED], (b) [REDACTED], (b) (6) [REDACTED], (b) (6) [REDACTED], and (b) [REDACTED].

4. (b) [REDACTED] reviewed the results of the Ordnance Activities evaluation based upon the direction given by the BSEC during their deliberations on 26 January 1993 (see enclosure (2)). The BSAT requested technical experts to review the certified data call responses to determine which activities should get credit for capability to maintain and repair various types of weapons and what constitutes "unique" capabilities for these activities. Changes to the original spreadsheet have been shaded (see enclosure (3)). The BSEC approved the changes to the data call responses for specific installations, except as follows:

a. The answer to question 13-7-h relating to load out of more than two ammunition ships was changed to "no" for Charleston, since an explosive waiver is required for such load out.

b. The answer to question 13-15-c relating to technical workforce in the surrounding community was changed to "yes" for Port Hadlock and Guam based upon review of data call responses from other DON activities in the same geographic areas.

Enclosure (3) is the completed Ordnance Activities military value spreadsheet containing the results of the BSEC deliberations. It will be used to generate the final military value scores for each Ordnance Activity. Upon conclusion of this discussion, at 1512, (b) [REDACTED] and (b) (6) [REDACTED] were excused from the deliberative session, and (b) [REDACTED] and (b) (6) [REDACTED] joined the deliberative session.

5. (b) [REDACTED] reviewed the results of the Training Air Station evaluation which had been briefed to the BSEC on 18 January 1993 (see enclosure 4)). He then reviewed the Training Air Station spreadsheet which has been developed, containing the BSAT staff's analytical assessment of the data call responses, to allow the BSEC to review and endorse the specific answers (see enclosure (5)). The areas of concern have been shaded on the spreadsheet. The BSEC agreed to the following changes to the data call responses for specific installations:

a. For question 9-19-f relating to other installations' ability to manage warning areas, review of the data call responses revealed that Corpus Christi and Kingsville could each manage the other's airspace, and therefore neither received credit for this question.

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b. For question 34-23-b relating to ownership of land below MOAs, the answers for Pensacola and Whiting were changed to "no" since only a portion of the MOAs overlies a portion of the air stations.

c. The original credit given for question 34-23-b relating to ownership of land below restricted airspace was determined to be a typographical error for Pensacola and so was changed to a "no."

d. For question 9-41-a relating to auxiliary landing fields, the staff determined that the answer presented in the certified data call response did not appropriately deal with the question and looked to geographic evidence to determine the correct answer. Since Pensacola is within 100 NM of Whiting, which has a number of auxiliary fields, Pensacola was given credit for this question.

e. For questions 9-28-a and 9-28-b relating to effects of civilian air traffic structure, further analysis of the certified data call response revealed that the answers for Memphis should be "no."

f. For question 9-38-a relating to strategic military value, the staff determined that the answer given by Pensacola was not consistent with the BSEC's definition of "strategic" developed during their deliberations on 21 January 1993, and so Pensacola was given no credit for this question.

g. For question 9-45-e relating to climate and geography, none of the air stations was determined to have climate or geography which provided unique training opportunities.

The BSEC noted that Corpus appeared to be receiving higher scores on the quality of life questions than Naval Station Ingleside did, and directed to staff to review the two sets of questions and responses to determine whether there are substantive reasons for those differences. Subject to the results of this review, the BSEC approved enclosure (5) as the completed Training Air Stations military value spreadsheet containing the results of the BSEC deliberations. At the conclusion of this discussion, at 1531, (b) [REDACTED] and (b) [REDACTED] were excused from the deliberative session, and (b) [REDACTED] and (b) [REDACTED] joined the deliberative session. (b) [REDACTED] departed the deliberative session at 1543.

6. (b) [REDACTED] reviewed the results of the Naval Shipyard evaluation which had been briefed to the BSEC on 4 January 1993 (see enclosure 6)). He then reviewed the Naval Shipyard spreadsheet which has been developed, containing the BSAT staff's analytical assessment of the data call responses, to allow the BSEC to review and endorse the specific answers (see enclosure (7)). (b) [REDACTED] noted that the data call responses to question

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6-7-c relating to composite manday rates were used after a Naval Audit Service audit confirmed that the actual composite rates were within approximately \$20.00 of the certified data call responses. The BSEC approved enclosure (6) as the completed Naval Shipyards military value spreadsheet containing the results of the BSEC deliberations.

7. (b) [REDACTED] then reviewed the results of the SUPSHIP evaluation which had been briefed to the BSEC on 31 December 1992 (see enclosure 8)). He noted that, pursuant to BSEC direction, the military value for SUPSHIP activities had been determined excluding the quality of life questions. He reviewed the SUPSHIP spreadsheet which has been developed, containing the BSAT staff's analytical assessment of the data call responses, to allow the BSEC to review and endorse the specific answers (see enclosure (9)). The BSEC approved enclosure (9) as the completed SUPSHIP military value spreadsheet containing the results of the BSEC deliberations. At the conclusion of this brief, at 1615, (b) [REDACTED] and (b) [REDACTED] were excused from the deliberative session, and (b) (6) [REDACTED] and (b) (6) [REDACTED] joined the deliberative session.

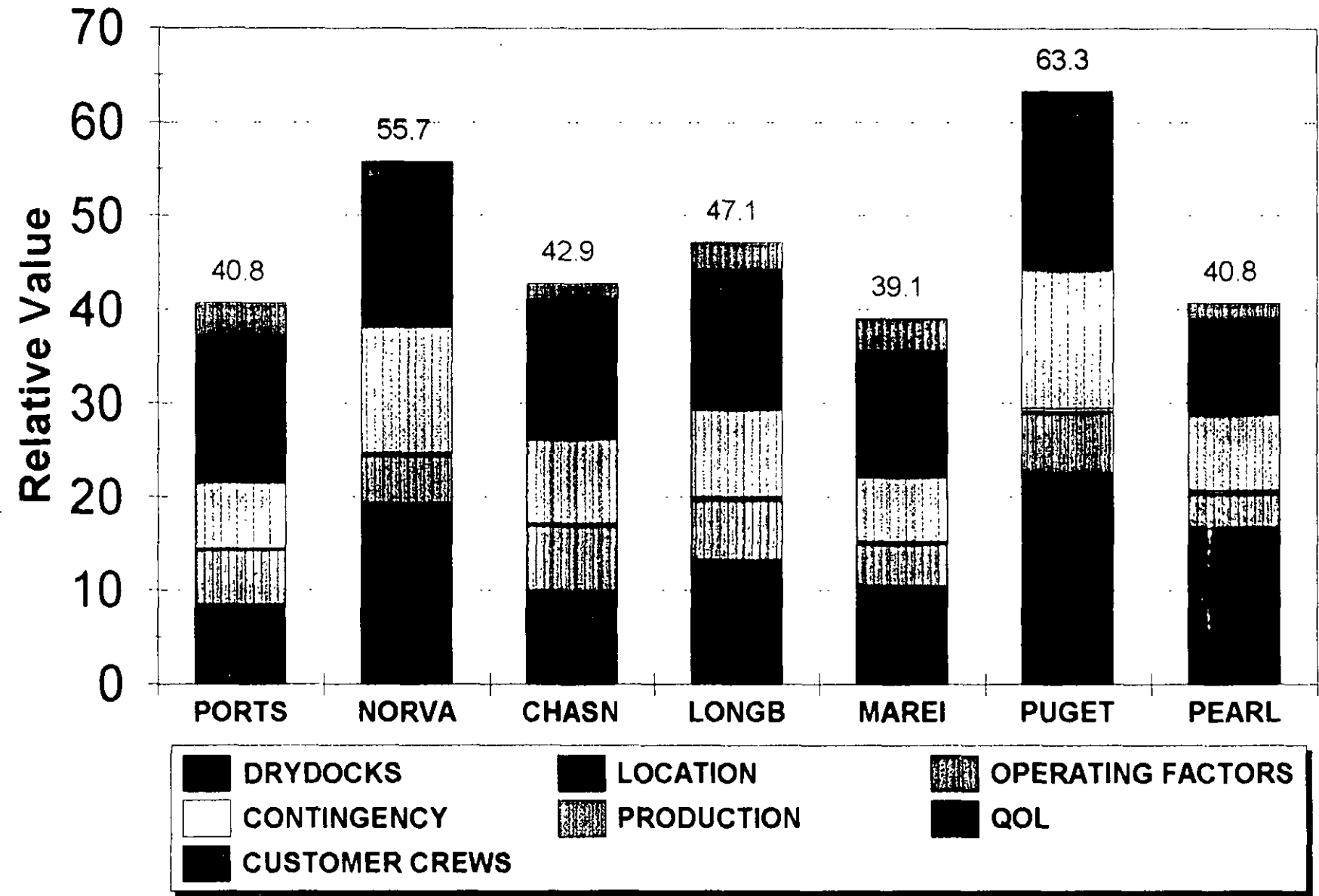
8. (b) (6) [REDACTED] reviewed the results of the Administrative Activities evaluation which had been briefed to the BSEC on 25 January 1993 (see enclosure 10)). She noted that, pursuant to BSEC direction, the military value for Administrative Activities had been determined including the quality of life questions. She reviewed the Administrative Activities spreadsheet which has been developed, containing the BSAT staff's analytical assessment of the data call responses, to allow the BSEC to review and endorse the specific answers (see enclosure (11)). The BSEC discussed location as it relates to hiring of qualified personnel (question 8-9-b). The discussion on this question on 25 January 1993 had centered on the fact that mere presence of a large pool of retirees was not sufficient for an activity to receive credit for this question. However, the BSEC agreed that presence of a pool of personnel containing a wide range of skills, such as might be found in a major population concentration, was sufficient. Accordingly, the answers for NAVMC and the Navy Brig were changed to "yes." Enclosure (11) is the complete Administrative Activities military value spreadsheet containing the results of the BSEC deliberations. It will be used to generate the final military value scores for each Administrative Activity.

9. The deliberative session adjourned at 1630 on 29 January 1993.

(b) (6) [REDACTED]

(b) (6) [REDACTED]
LtCol, USMCR
Recording Secretary

NAVAL SHIPYARDS MILITARY VALUE



Enclosure (6)

**NAVAL SHIPYARD
AVERAGE DISTANCE TO FOUR CLOSEST
FLEET HOMEPORT CONCENTRATIONS**

<u>PTSMTH</u>		292	(NPT, New London, NY, NFK)
<u>NFK</u>		108	(NOB, NAB, CHN, New London
<u>CHN</u>	<u><500</u>	228	(CHN, Kings Bay, MPT, NFK)
<u>PUGET</u>		489	(Brem, Bangor, SF, Long Beach)
<u>MARE ISL</u>		20	(MI, Concord, Oakland, Alameda)
<u>LONG BEACH</u>		212	(Long Beach, SD, Alameda, Oakland)

<u>PEARL HARBOR</u>		1660	(Pearl, SD, SF, Bangor)
<u>GUAM</u>	<u>>1500</u>	3123	(Pearl, Yoko, Sasebo, SD)

UNCLASSIFIED

ACTIVE AND CERTIFIED DRYDOCKS AT NAVAL SHIPYARDS
(PACIFIC COAST)

NAVAL SHIPYARD	DRYDOCK	CAPACITY BY SHIP TYPE					
		CVN	SSN-688	LHD/LHA	CG/DD	LPD/LSD	FFG
PUGET SOUND	1		Y		Y		Y
	2		Y	Y	Y	Y	Y
	3					Y	Y
	4		Y	Y	Y	Y	Y
	5		Y	Y	Y	Y	Y
	6	Y	Y	Y	Y	Y	Y
MARE ISLAND	1		Y				Y
	2		Y			Y	Y
	3		Y			Y	Y
	4		Y				
LONG BEACH	1	Y	Y	Y	Y	Y	Y
	2		Y	Y	Y	Y	Y
	3		Y	Y	Y	Y	Y

ACTIVE AND CERTIFIED DRYDOCKS AT NAVAL SHIPYARDS
(OUTCONUS PACIFIC)

NAVAL SHIPYARD	DRYDOCK	CAPACITY BY SHIP TYPE					
		CVN	SSN-688	LHD/LHA	CG/DD	LPD/LSD	FFG
PEARL HARBOR	1		Y	Y	Y	Y	Y
	2		Y	Y	Y	Y	Y
	3						
	4	Y	Y	Y	Y	Y	Y
SRF GUAM	AFDM-8		Y		Y		Y

ACTIVE AND CERTIFIED DRYDOCKS AT NAVAL SHIPYARDS
(ATLANTIC COAST)

NAVAL SHIPYARD	DRYDOCK	CAPACITY BY SHIP TYPE					
		CVN	SSN-688	LHD/LHA	CG/DD	LPD/LSD	FFG
PORTSMOUTH	1		Y				
	2		Y		Y		Y
	3		Y				Y
NORFOLK	1						
	2		Y				Y
	3		Y		Y	Y	Y
	4		Y	Y	Y	Y	Y
	8	Y	Y	Y	Y	Y	Y
CHARLESTON	1		Y		Y	Y	Y
	2		Y		Y	Y	Y
	3		Y		Y	Y	Y

				M.V. Criteria/Weights				SCORE	TOTAL MV	RESPONSES				MAREI	PUGET	PEARL				
				R 40	F 20	M 10	C 30			PORTS	NORVA	CHASN	LONGB							
1	6	8	a	Are investments in excess of \$50M planned at the NSY over the next 5 years?				0	1	0	0	9	0.46	0	1	1	0	1	0	1
1	6	8	a	Are there no environmental restrictions in the continued operations of the NSY?				1	1	0	0	10	1.33	1	1	1	1	1	0	0
1	6	8	d	Are there no encroachments of record at the NSY?				0	1	0	0	7	0.36	1	1	1	1	1	1	1
1	6	8	e	Is the NSY clear of any environmental restrictions to expansion?				0	1	1	0	7	0.58	0	1	0	1	0	0	1
1	6	8	f	Is there significant undeveloped acreage or waterfront at the NSY?				0	0	1	0	7	0.22	0	1	1	0	0	1	1
2	6	8	g	In FY93S, is FY91 AIS maintenance backlog retirement > 30%?				0	1	0	1	5	0.83	0	0	0	0	1	1	0
3	6	8	g	Does the NSY provide utility and other services to other DOD/DON activities?				0	1	0	0	2	0.10	1	1	1	1	1	1	0
3	6	6	a	Was the average cost to transport equipment, machinery, and components > \$1.0M in FY90/FY91?				0	0	0	1	2	0.23	1	1	1	0	0	0	0
3	6	6	b	Was the effort to manage transport services less than an average of 10K manhours in FY90/FY-91?				0	0	0	1	2	0.23	1	1	0	1	0	1	0
3	6	6	c	Will additional costs not accrue for harbor services if the nearby Naval station or base is closed?				0	0	0	1	2	0.23	1	0	1	0	0	1	0
								0	0	0	0	0	0.00	0	0	0	0	0	0	0
CONTINGENCY								0	0	0	0	0	0.66	0.1	0.2	0.1	0.3	0.1	0.3	0.3
1	6	9	b	Can the direct labor mandays at the NSY be expanded by >1,000,000 MDs /yr with a second shift?				0	0	1	0	8	0.25	0	0	0	1	0	1	0
2	6	9	b	Can the direct labor mandays at the NSY be expanded by >800,000 MDs /yr with a second shift?				0	0	1	0	5	0.16	0	1	0	0	0	0	1
3	6	9	b	Can the direct labor mandays at the NSY be expanded by >500,000 MDs /yr with a second shift?				0	0	1	0	2	0.06	1	0	1	0	0	0	0
3	6	9	c	Can nuclear carriers be berthed at this NSY for holiday surge berthing?				0	0	1	0	1	0.03	0	0	0	1	0	1	0
3	6	9	c	Can SSBN/SSN be berthed at this NSY for holiday surge berthing?				0	0	1	0	1	0.03	1	0	1	0	1	1	1
3	6	9	c	Can CG/LPD/FFG be berthed at this NSY for holiday surge berthing?				0	0	1	0	1	0.03	1	1	1	1	1	1	1
3	6	9	a	Is there more than 600,000 SF of surplus covered industrial space at the NSY?				0	0	1	0	2	0.06	0	0	0	0	1	0	0
3	6	9	a	Is there more than 500,000 SF of surplus covered industrial space at the NSY?				0	0	1	0	1	0.03	0	1	0	0	0	0	1
								0	0	0	0	0	0.00	0	0	0	0	0	0	0
PRODUCTION WORKLOAD								0	0	0	0	0	30.37	7.1	13.5	9.2	9.4	7.0	14.9	8.3
1	6	4	a/b	Does the level of effort of nuclear shipwork exceed 1,000,000 mandays on the average, annually?				1	0	0	0	10	0.82	0	0	0	0	0	1	0
1	6	4	a/b	Does the level of effort of non-nuclear shipwork exceed 400,000 mandays on the average, annually?				1	0	0	0	9	0.74	0	0	0	1	0	0	0
1	6	5	a	Does the fraction of work performed in support of other DON industrial facilities exceed 10 percent?				1	0	0	1	10	1.97	1	1	0	0	0	0	0
1	6	3	a/b	Does the NSY perform CVN ROH/COH?				1	0	0	0	10	0.82	0	0	0	0	0	1	0
1	6	3	a/b	Does the NSY remove reactor compartments from inactive SSBNs/SSNs?				1	0	0	0	10	0.82	0	0	0	0	0	1	0
1	6	3	a/b	Does the NSY perform SSBN ROH/RFOH?				1	0	0	0	10	0.82	0	0	1	0	0	0	0
1	6	3	a/b	Does the NSY perform SSN ROH/RFOH?				1	0	0	0	10	0.82	1	0	1	0	1	1	0
1	6	3	a/b	Does the NSY perform CGN COH/RFOH?				1	0	1	0	10	1.13	0	1	0	0	0	1	0
2	6	4	a/b	Does the level of effort of nuclear shipwork exceed 600,000 mandays on the average, annually?				1	0	0	0	7	0.57	1	0	0	0	1	0	0
2	6	4	a/b	Does the level of effort of non-nuclear shipwork exceed 200,000 mandays on the average, annually?				1	0	0	0	6	0.49	0	1	0	0	0	0	0
2	6	5	a	Does the total of other productive work exceed 300,000 mandays on the average, annually?				1	0	0	0	5	0.41	0	0	1	0	0	0	0
2	6	5	a	Does the fraction of work performed in support of other DON industrial facilities exceed 4 percent?				1	0	0	1	6	1.18	0	0	0	1	0	1	0
2	6	3	a/b	Does the NSY perform CVN DSRA/SRA?				1	0	0	0	7	0.57	0	1	0	1	1	1	0
2	6	3	c	Does the NSY have special facilities, equipment or skills to support depot work on CVNs?				1	1	0	0	5	0.67	0	1	0	0	0	1	1
2	6	3	d	Does the NSY provide planning yard support to CVNs?				1	0	0	0	5	0.41	0	1	0	0	0	1	0
2	6	3	a/b	Does the NSY inactivate SSBNs/SSNs?				1	0	0	0	7	0.57	0	0	1	0	0	1	1
2	6	3	a/b	Does the NSY perform SSBN ERPs?				1	0	0	0	7	0.57	1	0	1	0	0	1	0
2	6	3	c	Does the NSY have special facilities, equipment or skills to support depot work on SSBNs?				1	1	0	0	5	0.67	0	0	1	0	0	1	0
2	6	3	d	Does the NSY provide planning yard support to SSBNs?				1	0	0	0	5	0.41	0	0	0	0	0	0	0
2	6	3	a/b	Does the NSY perform SSN DMPs?				1	0	0	0	6	0.49	1	1	1	0	1	1	1
2	6	3	c	Does the NSY have special facilities, equipment or skills to support depot work on SSNs?				1	1	0	0	5	0.67	1	1	1	0	1	1	1
2	6	3	d	Does the NSY provide planning yard support to SSNs?				1	0	0	0	5	0.41	1	0	0	0	1	0	0
2	6	3	a/b	Does the NSY inactivate CGNs?				1	0	0	0	7	0.57	0	0	0	0	0	1	0
2	6	3	a/b	Does the NSY perform CGN DSRA/SRA?				1	0	1	0	6	0.68	0	1	0	0	1	1	0
2	6	3	c	Does the NSY have special facilities, equipment or skills to support depot work on CGNs?				1	1	0	0	5	0.67	1	1	1	0	1	1	1
2	6	3	d	Does the NSY provide planning yard support to CGNs?				1	0	1	0	5	0.57	0	1	0	0	0	0	0
2	6	3	a/b	Does the NSY perform COH/ROHs on LHD/LHA/AGFs?				1	0	1	0	7	0.79	0	1	0	1	0	0	0
2	6	3	a/b	Does the NSY perform COH/ROHs on CV/BBs?				1	0	1	0	7	0.79	0	0	0	0	0	1	0
2	6	3	a/b	Does the NSY perform ROHs on CGs?				1	0	1	0	7	0.79	0	0	0	1	0	0	1
2	6	3	a/b	Does the NSY perform ROH/DSRA/SRA on DDG-993/DDG-51s?				1	0	0	0	7	0.57	0	0	0	0	0	0	1
2	6	3	d	Does the NSY provide planning yard support to Aegis surface combatant ships?				1	0	0	0	5	0.41	0	0	0	0	0	0	0
3	6	4	a/b	Does the level of effort of nuclear shipwork exceed 300,000 mandays on the average, annually?				1	0	0	0	4	0.33	0	0	1	1	0	0	1
3	6	4	a/b	Does the level of effort of non-nuclear shipwork exceed 100,000 mandays on the average, annually?				1	0	0	0	3	0.25	0	0	0	0	0	0	1
3	6	5	a	Does the total of other productive work exceed 100,000 mandays on the average, annually?				1	0	0	0	2	0.16	1	1	0	0	1	1	0

							M V Criteria/Weights		SCORE	TOTAL MV	RESPONSES						
							R	F			PORTS	NORVA	CHASN	LONGB	MAREI	PUGET	PEARL
							40	20	10	30							
3	6	3	a/b			Does the NSY perform SSN DSRA/SRA?	1	0	0	0	4	0.33	1	1	1	0	1
3	6	3	a/b			Does the NSY perform depot level nuclear shipwork on tenders or moored training ships?	1	1	0	0	4	0.53	0	1	1	1	0
3	6	3	a/b			Does the NSY perform off-site availabilities on nuclear propelled ships?	1	0	1	0	3	0.34	1	0	0	0	0
3	6	3	a/b			Does the NSY inactivate fossil fueled ships?	1	0	0	0	2	0.16	0	1	0	1	0
3	6	3	a/b			Does the NSY perform DSRA/SRAs on LCCA/LH/LHA/LKA/LPD/LST/AGFs?	1	0	1	0	4	0.45	0	1	0	1	0
3	6	3	a/b			Does the NSY perform DPMA/PMAs on LCCA/LKA/LPD/LPH/LSD/LSTs?	1	0	1	0	4	0.45	0	1	0	1	0
3	6	3	a/b			Does the NSY perform DSRA/SRAs on CV/BBs?	1	0	1	0	4	0.45	0	1	0	1	0
3	6	3	a/b			Does the NSY perform DPMA/PMAs on AVT/AOE/AORs?	1	0	1	0	3	0.34	0	0	0	1	0
3	6	3	a/b			Does the NSY perform DSRA/SRAs on CGs?	1	0	1	0	4	0.45	0	1	0	1	0
3	6	3	a/b			Does the NSY perform DPMA/PMAs on CGs? (post NTU)	1	0	1	0	4	0.45	0	0	1	1	0
3	6	3	a/b			Does the NSY perform ROH/DSRA/SRA on DDs?	1	0	1	0	3	0.34	0	1	1	1	0
3	6	3	a/b			Does the NSY perform DSRA/SRA on FFGs?	1	0	1	0	3	0.34	0	0	1	1	0
3	6	3	a/b			Does the NSY perform DPMA/PMAs on FF/FTTs?	1	0	1	0	2	0.23	0	0	0	1	0
3	6	3	a/b			Does the NSY perform DPMA/PMAs on MCM/ASOs?	1	0	1	0	2	0.23	0	0	0	0	0
3	6	3	a/b			Does the NSY perform DSRA/SRA on MHC/PHMs?	1	0	1	0	2	0.23	0	0	0	0	0
3	6	3	a/b			Does the NSY perform DPMA/PMAs on AD/AS/AR/AF/AFS/ATF/ARSS?	1	0	1	0	2	0.23	0	1	1	0	0
3	6	3	a/b			Does the NSY perform ROH/DSRA/SRA on ASB/ATs?	1	0	1	0	1	0.11	0	0	1	1	0
3	6	3	a/b			Does the NSY perform SCOs on floating drydocks such as ARD/ARDW/AFDB/AFOL/AFDM?	1	0	1	0	1	0.11	1	0	1	1	0
3	6	3	a/b			Does the NSY perform TA/RA/VR on non-nuclear propelled ships?	1	0	0	0	1	0.08	0	1	1	1	0
3	6	3	c			Does the NSY have special facilities/equipment/skills to support depot work on non-nuclear ships?	1	1	0	0	1	0.13	0	1	0	1	0
3	6	3	d			Does the NSY provide planning yard support to CV/BBs?	0	0	1	0	3	0.09	0	1	0	1	0
3	6	3	d			Does the NSY provide planning yard support to large assault ships?	1	0	1	0	3	0.34	0	1	0	0	0
3	6	3	d			Does the NSY provide planning yard support to other surface combatant and patrol ships?	1	0	1	0	2	0.23	0	1	0	1	0
3	6	3	d			Does the NSY provide planning yard support to other assault ships?	1	0	1	0	2	0.23	0	0	0	1	0
3	6	3	d			Does the NSY provide planning yard support to mine warfare ships?	1	0	1	0	2	0.23	0	0	1	0	0
3	6	3	d			Does the NSY provide planning yard support to combat logistic ships?	1	0	1	0	2	0.23	0	0	0	0	0
3	6	3	d			Does the NSY provide planning yard support to mobile logistic ships?	1	0	1	0	2	0.23	0	0	1	0	0
3	6	3	d			Does the NSY provide planning yard support to other auxiliary ships/craft/docks?	1	0	1	0	2	0.23	0	0	1	1	1
							0	0	0	0	0	0.00	0	0	0	0	0
						QUALITY OF LIFE	0	0	0	0	0	18.20	15.7	15.9	14.9	13.4	16.1
1	6	11	c			Is the average wait for housing one month or less?	0	1	0	1	10	1.66	0	0	0	0	0
1	6	11	d			Is the average wait for housing six months or less?	0	1	0	1	6	1.00	1	1	0	1	0
1	6	13	a			Are the MWR facilities and programs acceptable?	0	1	0	1	7	1.16	1	1	1	1	1
1	6	13	b			Does the activity have an adequate gymnasium?	0	1	0	1	8	1.33	1	1	1	1	1
1	6	13	c			Are the Base Family Support Facilities and Programs acceptable?	0	1	0	1	7	1.16	1	1	1	1	1
1	6	13	d			Does the activity possess adequate child care facilities?	0	1	0	1	7	1.16	1	1	1	1	1
1	6	13	e			Is off base housing rental and purchase available and affordable?	0	0	0	1	10	1.15	1	1	1	0	0
1	6	13	j			Are there opportunities for spousal employment in the area of the NSY?	0	0	0	1	7	0.80	1	1	1	1	1
1	6	14	a			Are there opportunities for consecutive follow on tours within the activity/commuting area?	0	0	0	1	7	0.80	0	1	1	1	1
2	6	11	e			Are there any special factors that improve QOL not otherwise addressed?	0	1	0	1	3	0.50	1	1	1	0	1
2	6	13	e			Are there community colleges or universities or vocational schools within a 30-mile radius?	0	0	0	1	6	0.69	1	1	1	1	1
2	6	13	k			Is the activity located within 50 miles of a major metropolitan center?	0	0	0	1	4	0.46	1	1	1	1	1
2	6	14	b			Is the average commute time 30 minutes or less?	0	0	0	1	7	0.80	1	1	1	1	1
3	6	10	a			Is the NSY free of access, egress, parking restrictions?	0	1	0	0	2	0.10	1	1	1	1	1
3	6	11	e			Are there any factors that drive the demand for housing?	0	1	0	1	1	0.17	1	1	1	1	0
3	6	12	a			Is the percentage of housing units having all required amenities 90% or greater?	0	1	0	1	7	1.16	1	1	1	0	0
3	6	12	b			Are housing units free of major shortcomings?	0	1	0	1	7	1.16	1	1	1	1	0
3	6	12	c			Is the occupancy rate of base housing 98% or higher?	0	1	0	1	4	0.66	1	1	1	0	0
3	6	12	d			Is the occupancy rate of the BEQ 95% or higher?	0	1	0	1	4	0.66	1	0	1	0	1
3	6	12	e			Is the occupancy rate of the BOQ 95% or higher?	0	1	0	1	4	0.66	1	1	0	1	0
3	6	13	g			Does the activity have on base college level education?	0	0	0	1	4	0.46	1	1	1	1	1
3	6	13	i			Is there any capability for unique medical or dental care in the area?	0	0	0	1	4	0.46	1	1	1	1	0
							0	0	0	0	0	0.00	0	0	0	0	0
						CREWS OF CUSTOMER SHIPS	0	0	0	0	0	3.48	3.5	1.7	1.7	2.8	3.5
1	6	10	d			Are crews of customer ships berthed in BEQ/BOQ?	0	1	0	1	10	1.66	1	1	1	1	1
2	6	10	f			Are the families of the crews of customer ships provided Gov't quarters in the vicinity of the NSY?	0	1	0	1	7	1.16	1	0	0	1	0
3	6	10	d			Are crews of customer ships berthed in barges?	0	1	0	1	4	0.66	1	0	0	0	0

NAVAL SHIPYARDS - Military Value Matrix

09 50

Que Imp	DC No	Pg No	Os Ltr	QUESTIONS	M.V. Criteria/Weights				SCORE	TOTAL MV	RESPONSES						
					R 40	F 20	M 10	C 30			PORTS	NORVA	CHASN	LONGB	MAREI	PUGET	PEARL
				DRYDOCKS						27.7886	3.6	15.0	5.1	8.9	5.1	16.8	12.5
1	6	16	d	Can the NSY drydock a CVN?	1	1	1	0	10	1.64	0	1	0	1	0	1	1
1	6	16	d	Can the NSY drydock 4 or more SSN-688, simultaneously?	1	1	1	0	10	1.64	0	1	0	0	1	1	0
1	6	16	d	Can the NSY drydock 3 or more SSN-688, simultaneously?	1	1	1	0	8	1.32	1	0	1	1	0	0	1
1	6	16	d	Can the NSY drydock 4 or more CG/DDG/DD, simultaneously?	1	1	1	0	9	1.48	0	0	0	0	0	1	0
1	6	16	d	Can the NSY drydock 3 or more LHA/LHD, simultaneously?	1	1	1	0	10	1.64	0	0	0	0	0	1	1
1	6	16	d	With a carrier in drydock can the NSY drydock 3 or more SSN-688?	1	1	1	0	10	1.64	0	1	0	0	0	1	0
1	6	16	d	With a carrier in drydock can the NSY drydock 2 or more LHA/LHD?	1	1	1	0	9	1.48	0	0	0	0	0	1	1
1	6	16	d	With a CVN and an LHD drydocked, can the NSY drydock 2 or more SSN-688?	1	1	1	0	10	1.64	0	1	0	0	0	1	0
1	6	16	d	With 3 SSN-688 drydocked, can the NSY drydock 2 CG/DDG/DD?	1	1	1	0	9	1.48	0	0	0	0	0	1	0
2	6	16	d	Can the NSY drydock 4 or more SSN-637, simultaneously?	1	1	1	0	7	1.15	0	1	1	0	1	1	0
2	6	16	d	Can the NSY drydock 3 or more SSN-637, simultaneously?	1	1	1	0	5	0.82	1	0	0	1	0	0	1
2	6	16	d	Can the NSY drydock 2 or more CG/DDG/DD, simultaneously?	1	1	1	0	7	1.15	0	1	1	1	0	0	1
2	6	16	d	Can the NSY drydock 2 or more LHA/LHD, simultaneously?	1	1	1	0	7	1.15	0	1	0	0	0	0	0
2	6	16	d	Can the NSY drydock 3 or more FF/FG, simultaneously?	1	1	1	0	5	0.82	1	1	1	1	1	1	1
2	6	16	d	Can the NSY drydock 4 or more LPH/LPD/LSD, simultaneously?	1	1	1	0	7	1.15	0	0	0	0	0	1	0
2	6	16	d	With a carrier in drydock can the NSY drydock 2 or more SSN-688?	1	1	1	0	7	1.15	0	0	0	1	0	0	1
2	6	16	d	With a carrier in drydock can the NSY drydock at least 1 LHA/LHD?	1	1	1	0	7	1.15	0	1	0	0	0	0	0
2	6	16	d	With a CVN and an LHD drydocked, can the NSY drydock at least 1 SSN-688?	1	1	1	0	7	1.15	0	1	0	0	0	1	1
2	6	16	d	With 3 SSN-688 drydocked, can the NSY drydock a CG/DDG/DD?	1	1	1	0	7	1.15	0	1	0	0	1	0	0
2	6	16	d	Can the NSY drydock at least 1 CG/DDG/DD?	1	1	1	0	4	0.66	1	0	0	0	1	0	0
3	6	16	d	Can the NSY drydock at least 1 LHA/LHD?	1	1	1	0	4	0.66	0	0	0	1	0	0	0
3	6	16	d	Can the NSY drydock 1 or more FF/FG, simultaneously?	1	1	1	0	2	0.33	0	0	0	0	0	0	0
3	6	16	d	Can the NSY drydock 2 or more LPH/LPD/LSD, simultaneously?	1	1	1	0	4	0.66	0	1	1	1	1	0	1
3	6	16	d	With a carrier in drydock can the NSY drydock at least 1 SSN-688?	1	1	1	0	4	0.66	0	0	0	1	0	0	1
					0	0	0	0	0	0.00	0	0	0	0	0	0	0
				LOCATION FACTORS	0	0	0	0	0	8.15	4.8	4.3	4.7	4.3	4.3	5.5	4.2
1	6	10	b	Were more than 300 apprentices trained over the past 5 years?	0	0	0	1	8	0.92	1	1	1	0	1	0	0
1	6	10	b	Does the retention rate of trained apprentices exceed 90 percent?	0	0	0	1	10	1.15	0	0	0	0	0	1	1
1	6	7	b	Are there interstate highways, air ports, sea ports and rail heads nearby?	1	0	1	1	7	1.60	1	1	1	1	1	1	1
2	6	10	b	Were more than 200 apprentices trained over the past 5 years?	0	0	0	1	5	0.57	0	0	0	0	0	1	0
2	6	10	b	Does the retention rate of trained apprentices exceed 70 percent?	0	0	0	1	7	0.80	0	0	0	0	0	0	0
2	6	10	c	Can a technical workforce be recruited without difficulty for the NSY?	0	0	1	1	6	0.88	1	0	1	1	0	1	0
2	6	15	b	Were less than a total of 4000 mandays lost in FY-90 and FY-91 due to poor weather conditions?	1	0	0	1	4	0.79	1	1	1	1	1	1	1
3	6	10	b	Were more than 100 apprentices trained over the past 5 years?	0	0	0	1	2	0.23	0	0	0	0	0	0	1
3	6	10	b	Does the retention rate of trained apprentices exceed 50 percent?	0	0	0	1	4	0.46	1	1	0	1	1	0	0
3	6	10	b	Does the retention rate of trained apprentices exceed 30 percent?	0	0	0	1	1	0.11	0	0	0	0	0	0	0
3	6	15	a	Were less than a total of 2000 mandays lost in FY-90 and FY-91 due to poor weather conditions?	1	0	0	1	2	0.39	0	1	1	1	1	1	1
3	6	7	a	Does the four closest fleet homeport concentrations average less than 500 miles from the NSY?	1	0	0	0	2	0.16	1	1	1	1	1	1	0
3	6	7	a	Does the four closest fleet homeport concentrations average more than 1500 miles from the NSY?	1	0	0	0	1	0.08	0	0	0	0	0	0	1
					0	0	0	0	0	0.00	0	0	0	0	0	0	0
				OPERATING FACTORS	0	0	0	0	0	11.34	5.9	5.2	7.2	6.5	4.7	6.7	3.7
1	6	7	c	Does the NSY have a FY-92 composite manday rate of less than \$500,000?	0	0	0	1	7	0.80	1	0	0	1	1	0	0
1	6	7	c	Does the NSY have a FY-92 composite manday rate of less than \$400,000?	0	0	0	1	10	1.15	0	1	1	0	0	1	0
1	6	8	c	Is the average age of Industrial Plant Equipment less than 15 years?	0	1	0	0	10	0.51	1	0	0	1	0	0	0
1	6	8	c	Is the average age of Industrial Plant Equipment less than 20 years?	0	1	0	0	7	0.36	0	0	0	0	1	0	1
1	6	8	b	Is the Average AIS maintenance backlog (4 yrs) < \$100M (FY93S)?	0	1	0	1	8	1.33	1	0	1	1	1	1	1
1	6	8	b	In FY93S, is FY91 AIS maintenance backlog retirement > 60%?	0	1	0	1	8	1.33	0	0	1	1	0	0	0
1	6	8	a	Did the total investment over the last 10 years at the NSY exceed \$200M?	0	1	0	0	10	0.51	0	1	0	0	0	1	0
1	6	8	a	Did the total investment over the last 10 years at the NSY exceed \$100M?	0	1	0	0	8	0.41	1	0	1	0	1	0	1
1	6	8	a	Are investments in excess of \$100M planned at the NSY over the next 5 years?	0	1	0	0	7	0.36	1	0	0	0	0	1	0

Enclosure (7)